

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:41 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 511 Const Calendar Day: 84 Date: 27-Aug-2012 Monday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General CommentsSKYWAY BIKEPATH RAILING CCO;
HIGH STRENGTH FASTENER ASSEMBLY DELIVERY AND SAMPLING:

5/8" diameter Bolts and washers (LeJeune Bolt Shipment 160) arrive last week on Friday, but no samples are taken then. Today between approximately 0900 and 0915, METS QA Scott Croff and I pull the QA samples for testing at Translab. No rocap or site testing is required for this material because there are no nuts and the bolts are threaded into drill and tap holes in the bikepath. This material was shipped without prior QA sampling at the source (LeJeune), QA testing at Translab, and QA release at the source (LeJeune). This was per agreement with ABF, LeJeune, CT METS, and CT Construction to expedite material delivery to the site, expedite testing, and reduce METS travel expenses. Note that the suppliers of the individual components (bolts, washers, galvanizing) performed the required QC testing of the material prior to shipping the material. Until the samples have been taken and successful testing completed at Translab, this material cannot be used.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
EAST SADDLE; LOAD TRANSFER PREP ISSUES:

See 8/20/2012 diary for notes about punchlist items at this location and the most recent discussions with ABF engineers (Levi Gatsos). The jam nuts at the east saddle splay plate were not installed tight, and ABF ironworkers address this punchlist item today.

During the April 2012 installation of the splay plate at the east saddles, ABF did not have available the jam nuts (half height nuts) for the 2" diameter A449 bolts. Sometime recently, ABF added jam nuts but did not tighten them. Sometime this morning, ABF ironworkers hit the jam nuts with a knocker wrench or pipe wrench to bring them to snug tight. For all the locations at the north and south saddles, top and bottom connections at the splay plates, this work was likely less than an hour of work for about 2 ironworkers. The work happened sometime this morning without CT inspection during the operation, but mid-morning, I inspected the nuts after the work was completed and was able to determine that the jam nuts were at least snug tight, as required. This punchlist item has been addressed and can be closed out.

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE);
JACKING SADDLE; LOAD TRANSFER PREP FIELD WORK:

No field work today. ABF Safety checks the confined space air inside W2 first thing in the morning. Even though there is no work inside the confined space inside W2, the blower is turned on today. ABF has a



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Inspector Name Brignano, Bob

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short list of some items to address before the next jacking operation to install the second shim.
